C70 DBR1/2 CHRONOMETER

ASTON MARTIN CENTENARY LIMITED EDITION

OWNER'S HANDBOOK

CHR.WARD
LONDON

TIME ON YOUR SIDE...

Your Christopher Ward watch has been designed and engineered by highly talented craftspeople to ensure not only accurate and precise timekeeping but also to bring a real pride of ownership that only luxury items of the highest quality can ever hope to deliver.

You have made an investment, a good one, and the aim of this handbook is to help you make the most of that investment during what I hope will be a lifetime of ownership.

Christopher Ward

CONTENTS


5

THE ASTON MARTIN DBR1/2

The Aston Martin DBR1/2 that won Le Mans in 1959 is the most celebrated vehicle in the British marque's 100-year history.

The DBR1 sports racing cars were designed by Ted Cutting, who had previously worked for Allard, the British firm responsible for superb cars with rounded, sweeping lines. He excelled himself with the DBR1.

Building started in 1956 and only five were ever made, being given the designations DBR1/1, DBR1/2 and so on. Fitted with a 3-litre engine, of these five, chassis number two, DBR1/2, was to prove the king of the quintet. It was driven to victory in the 1957 Spa Sports Car race by Tony Brooks, and to top spots at both the 1958 and 1959 RAC Tourist Trophy at Goodwood by Stirling Moss.

The second victory at the Sussex circuit was one of Moss's greatest triumphs and helped Aston Martin win the World Sports Car Championship. But the win at Le Mans in 1959, where Aston Martin had come second in 1955 and 1956, was the pinnacle of DBR1/2's achievements.

On June 21–22 1959 it took three cars, six drivers and more than 2,700 miles for Aston Martin to defeat the works Ferraris and Porsches, its nearest rivals, to claim its first and only victory in the Le Mans 24-hour race. The chequered flag was waved as DBR1/2, bearing black racing number 5s upon white circles, crossed the line with Texan Carroll Shelby at the wheel. Six miles behind it was DBR1/4, carrying racing number 6 and helmed by French veteran Maurice Trintignant.

When DBR1/4 crossed the line it secured a marvellous 1–2 for David Brown, the charismatic owner of Aston Martin, whose initials have become ever associated with a series of legendary British cars, the initials DBR standing for David Brown Racing.

Watching from the pits were Shelby's British co-driver Roy Salvadori, Trintignant's Belgian partner Paul Frère, and the British pair Stirling Moss and Jack Fairman, whose DBR1/3, racing as number 4, had set a blistering pace in the early section of the 24-hour race that proved to be the ruin of the continental thoroughbreds from Italy and Germany. By the end of this classic endurance pursuit Salvadori and Shelby had covered 2,701.654 miles (4346.961km) at an average speed of 112.569mph (181.124kph). A legend had been confirmed.

Earlier this year, Stirling Moss shared some of his memories with AM, the Aston Martin Magazine. "Le Mans was never a circuit I particularly liked as the cars weren't generally reliable enough in my day, so you had to nurse them round there rather than really go for it, which was my style. (In 1959) they fitted my car with a special more powerful engine and (I was told) to go out and drive very fast, which was music to my ears, to see if we could tempt Ferrari into a high-speed duel. I was driving with Jack Fairman and the plan worked perfectly as Ferrari did exactly what we hoped. They tried to chase us down and burnt themselves out in doing so. Three of their cars were forced to retire with engine problems, which allowed the other two Aston Martins to finish first and second. The DBR1 was a great car to drive…as it handled beautifully – you could really throw it around, which is how I wanted to drive. The brakes were great and the car had lovely balance. It also looked very classy and I always preferred to drive a British car if I could."

The success of the legendary DBR1s is all the more remarkable because, compared to their bitter rivals, the Ferraris, they were underpowered and had a very unreliable gearbox. It had a habit of either jamming or jumping out of gear, which must have been a disconcerting thought in the driver's mind at 160mph on the Mulsanne straight at Le Mans. In 1959 53 cars started the endurance classic, including 11 works and privately-entered Ferraris, which were generally accepted to be better cars.

After securing the World Championship in 1959, David Brown retired Aston Martin from racing. Over the past 50-plus years, however, DBR1/2 has not been a motionless cocooned museum piece. Owned by people that cared about it and knew how to look after it, this iconic wire wheeled gem has been raced regularly at vintage meetings and scrupulously maintained.

"The DBR1 was a great car to drive… as it handled beautifully – you could really throw it around, which is how I wanted to drive. The brakes were great and the car had lovely balance. It also looked very classy and I always preferred to drive a British car if I could."

STIRLING MOSS

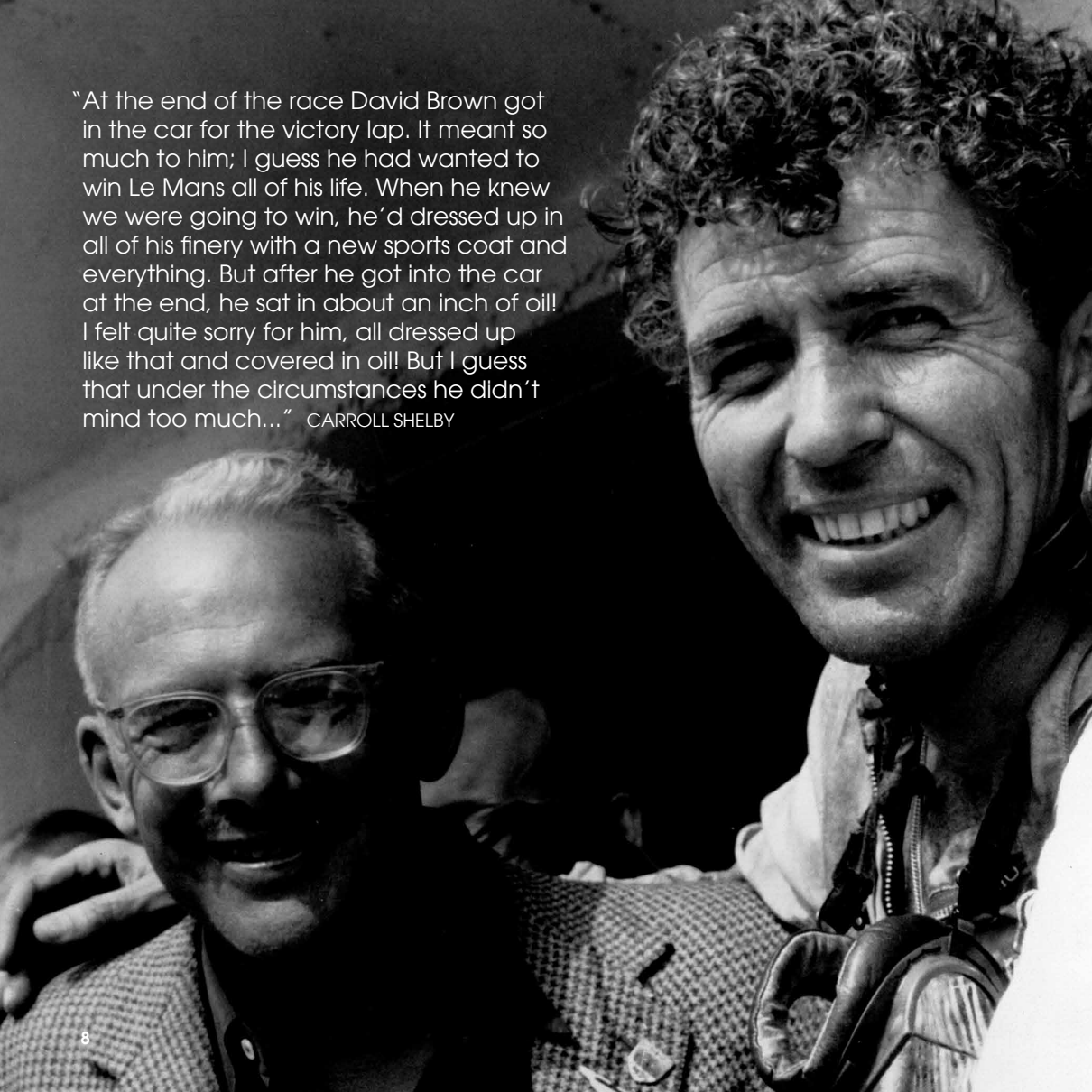
Top L–R: The opening stages of the Le Mans 24-hour, France, 20 June 1959.

Middle: Carroll Shelby steers the Aston Martin DBR1/2 number 5 car during the race.

Bottom L–R: The chequered flag is waved for Carroll Shelby who crosses the finish line driving DBR1/2. Shelby and co-driver Roy Salvadori averaged 122.569 miles per hour including all stops in the 24-hour. Only 13 of 53 starters finished the race.

Roy Salvadori (left), David Brown holding a bottle of Champagne (centre) and Stirling Moss (right) sit above Carroll Shelby in the winning DBR1/2 car.

Opposite page: British racing driver Stirling Moss at the wheel of the 3-litre Aston Martin during the opening stages of the Le Mans 24 hour race, June 20, 1959.



"At the end of the race David Brown got in the car for the victory lap. It meant so much to him; I guess he had wanted to win Le Mans all of his life. When he knew we were going to win, he'd dressed up in all of his finery with a new sports coat and everything. But after he got into the car at the end, he sat in about an inch of oil! I felt quite sorry for him, all dressed up like that and covered in oil! But I guess that under the circumstances he didn't mind too much..." CARROLL SHELBY

THE DB YEARS

Celebrating 100 years this year, Aston Martin started life as Bamford & Martin, a company incorporated on 15 June 1913.

Based at 12–16 Henniker Place, Chelsea, it was a partnership between Robert Bamford and Lionel Martin, who had met through an interest in cycling. Having started working as a motor repair business, they took on a dealership and concentrated on modifying Singer production cars to achieve improved performances. The partnership was dissolved in 1920 when Bamford left. Martin added "Aston" after the Aston Hill climb near Aylesbury where he competed with Singers and by the early 1920s Aston Martin was a recognised designation for the cars he developed. In 1926 the company failed, Martin left and new investors revived it under the name of Aston Martin Motors.

David Brown came on the scene in 1947 when he saw an advertisement for "high-class motor business" in The Times. His family's Huddersfield based engineering business made gears and tractors and Aston Martin was bought by the David Brown Corporation for £20,500 in 1947.

In 1948, the British luxury car company Lagonda was added to the stable for £52,500 and Aston Martin Lagonda was created. As he did not own the company personally, during the 25 years or so he ran the business, Brown's wish to spend money on the cars often was thwarted by the finance department in Yorkshire.

Born in 1904, Brown was physically a small man with something of a Napoleon complex.

Above: David Brown with Queen Elizabeth II during her visit to the Aston Martin Lagonda factory in Buckinghamshire, 1966.

Left: David Brown (left) with Carroll Shelby (right) after their historic 1959 Le Mans win.

He was an adventurous soul who owned racehorses, held a pilot's licence, played polo and raced cars and motorcycles. A confirmed ladies' man, he was married three times, the last wife being 48 years his junior. Knighted in 1968, he died in tax exile in Monaco in 1993 aged 89.

After Brown bought Aston Martin he insisted that his initials should prefix the model designation of the cars. Although in 1931 an Aston Martin was the first British car to complete the Le Mans 24-hour race, the DB years, which lasted until the mid-1970s when the struggling business was sold, are recognised as the finest period for the marque. Ironically, even when he owned the company, Brown used a Jaguar XJ Series 1 as his own car.

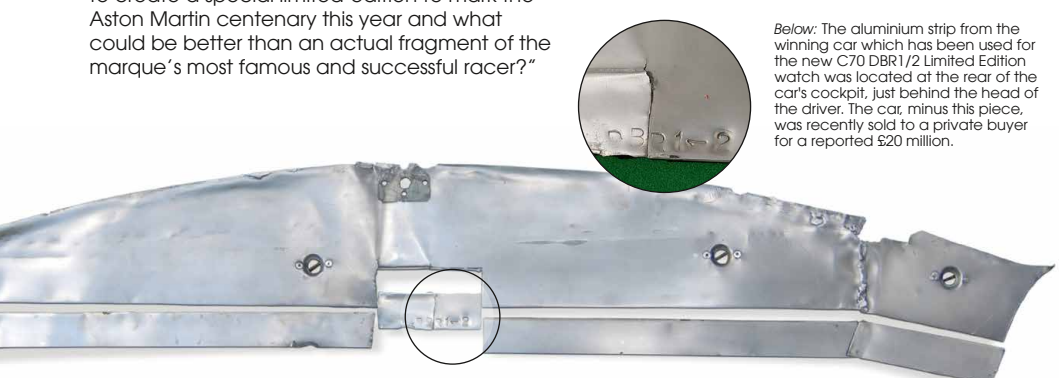
A PIECE OF HISTORY

A few years ago historian Christopher Bennett acquired from DBR1/2's previous long-term owner some fragile aluminium panel sections that had been removed from the car during restoration activities, one of these panels being a slender bulkhead section located behind the driver's head, this section a distinctive feature of the curvaceous lines of the Aston. Bennett's London-based business, TMB ArtMetal, scrupulously salvages original metals from very rare historic cars and aircraft and recycles it into unique collectible artefacts, such as cufflinks made from the remnants of a famous 1940 Battle of Britain Hurricane fighter. When he approached Christopher Ward Watches with an idea for a collaboration, the motor racing fanatics at CW's Maidenhead HQ took little persuading.

"As our first-ever watch, the C3 Malvern, was inspired by the dial from a classic Aston Martin, we were fascinated by Chris's proposition," says CW co-founder Mike France. "We were looking to create a special limited-edition to mark the Aston Martin centenary this year and what could be better than an actual fragment of the marque's most famous and successful racer?"

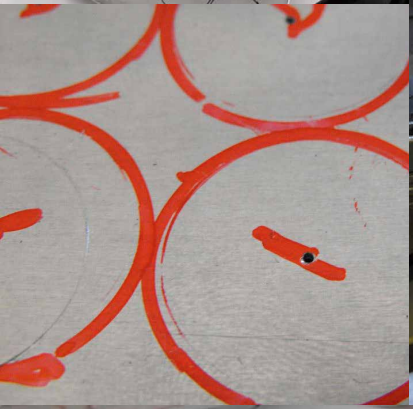
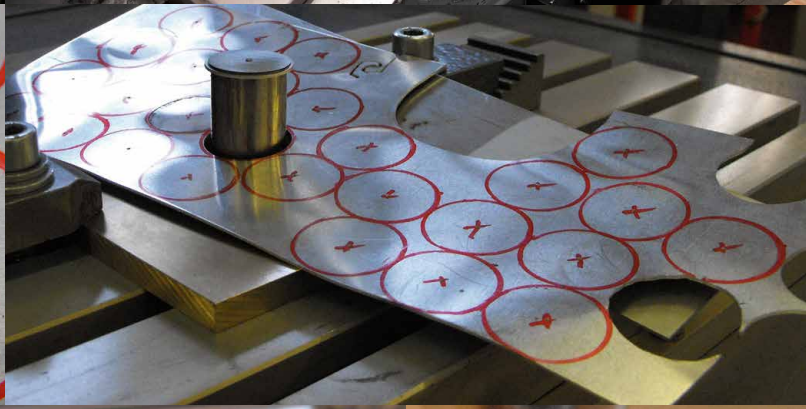
Bennett explains: "During a meticulous restoration in the early 1990s by renowned engineer Tim Samways a small number of damaged or age-distressed original body panel sections were removed from DBR1/2, and it is from one of these very panels that the pieces in the Christopher Ward chronometer are derived. These venerable old panels display the correct and expected age patina appropriate to metal from the late 1950s, with a hard working life behind them."

Johannes Jahnke, a committed car enthusiast himself, carefully prepared the historic metal to allow us to incorporate a medallion into the back-plate of each of the 100 pieces of the special limited edition. The design of the medallion, with another touch of authenticity, includes a perfect facsimile of the cars number 5 and it is has been covered by a sapphire crystal for posterity.



Below: The aluminium strip from the winning car which has been used for the new C70 DBR1/2 Limited Edition watch was located at the rear of the car's cockpit, just behind the head of the driver. The car, minus this piece, was recently sold to a private buyer for a reported $20 million.

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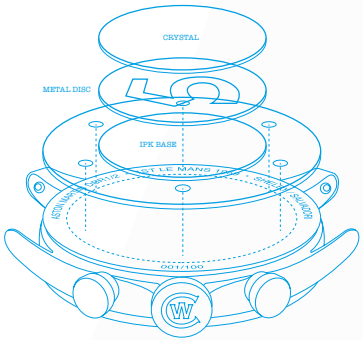
C70 DBR1/2 CHRONOMETER

ASTON MARTIN CENTENARY LIMITED EDITION

Your C70 limited edition Chronometer has been inspired by the entrancing lines and unforgettable details of the Aston Martin DBR1/2. With this chronometer Christopher Ward takes its motor racing-inspired watches to a new level.

To celebrate Aston Martin's centenary, a precious fragment from this beautiful and historic 1959 DBR1 car has been incorporated into the back-plate of your limited edition chronometer. At the centre of the back-plate is the precious 23.2mm aluminium disc that came from a panel of the actual Le Mans winning DBR1/2 car. Seated on an IPK base, the disc has the winning car's number 5 cut out of it in the style of the Aston Martin's 1959 team numerals. For protection, it is covered with a sapphire crystal disc. The surnames of the winning drivers of the 1959 Le Mans, Carroll Shelby and Roy Salvadori, are engraved on the edge, along with the limited edition serial number.

The 36mm green, black and white face echoes the famous livery of the car itself, while the 3, 9 and 12 numerals are in white circles in the same font as the Aston Martin team numbers from 1959.



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The three chrono eyes take their design cues from the dashboard dials of the car. Red is used for the 60-minute counter and the tip of the 60-second counter. To mark the Aston Martin's centenary, 100 on the bezel is picked out in red.

The spectacular C70DBR1-COSC Special Edition of just 100 models, including the precious fragments sourced from the winning car, is a unique link to a legend of British motor racing history.

TECHNICAL INFORMATION

FEATURES

- Historic precious metal from the 1959 Le Mans winning Aston Martin DBR1/2 car
- Worldwide limited edition of only 100 pieces
- Swiss made
- Thermo-compensated, 27 jewel Swiss quartz movement with COSC Certification
- Anti-reflective sapphire crystal
- Screw-in crown and backplate
- Chronographic dials with split minutes / seconds / tenths seconds
- Tachymeter bezel
- Water resistance – 10 ATM
- Spanish 'Toro Bravo' leather strap with Bader™ deployment
- Individually engraved serial number

TECHNICAL INFORMATION

Diameter:	42mm
Height:	10.7mm
Weight:	80g
Calibre:	ETA 251.233 COSC
Case:	316L stainless steel
Water Resistance:	10 ATM (100 metres)
Strap:	22mm Leather
Dial:	Aston Martin Green


DBR1/2 1959
HOURS
TENTHS
CHRONOMETER
SECONDS

THE COSC CERTIFIED CHRONOMETER

To gain chronometer status, watchmakers submit their Swiss movements to COSC, an independent, non-profit making watch accuracy verification organisation based in Geneva, to be tested against the international standards of ISO and DIN.

COSC

CONTRÔLE OFFICIEL SUISSE
DES CHRONOMÈTRES
BUREAU DE GENÈVE

Certification follows exhaustive testing. In achieving the coveted status of Certified Chronometer, a movement must not only be made from the highest quality components, but also be the object of special care on part of the finest horologists and technicians as it is painstakingly assembled.

Only movements which meet the precision criteria are granted an official certificate. Each uncased movement is individually tested for fifteen days, in five positions, at three different temperatures. Movements are fitted with a second hand for tests and measurements are made daily with the aid of cameras. Based on all of these measurements, seven eliminatory criteria are calculated, each of which must be met.

The exacting and rigorous nature of the COSC certification process means that the achievement of Certified Chronometer status is extremely rare. In fact, of all the watches produced in Switzerland each year, **just 3% bear the coveted COSC 'bulletin de marche'** or certificate of watch performance. Which is why, when you read the words 'Certified Chronometer' on a Swiss watch you can be sure that the movement behind the elegant dial is a rare example of fine Swiss watchmaking which is accurate, precise... **and extremely rare**.


DBR1/2 1959
TENTHS
HOURS
CHRONOMETER
SECONDS
SWISS MADE
CHRISTOPHER WARD


5
000/100

"We were looking to create a special limited-edition to mark the Aston Martin centenary this year and what could be better than an actual fragment of the marque's most famous and successful racer?"

CW CO-FOUNDER MIKE FRANCE

HOW TO OPERATE YOUR C70 DBR1/2

DISPLAY AND CONTROL BUTTONS

DISPLAY ELEMENTS

Minute Hand

Tenths counter

60 Minute counter

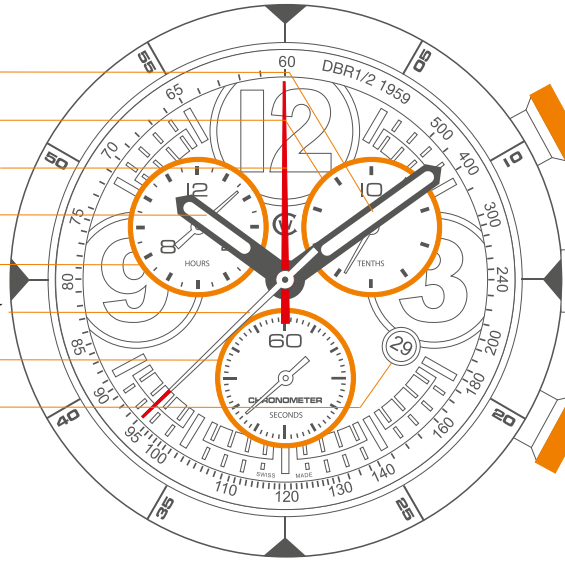
Hour hand

Hour counter

60 Second counter

Seconds

Date Window



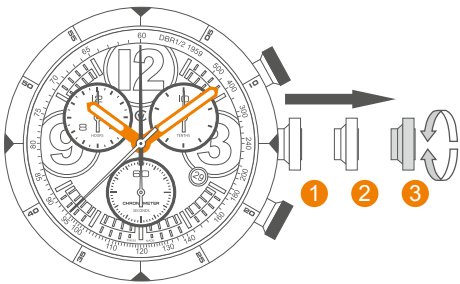
CONTROL BUTTONS

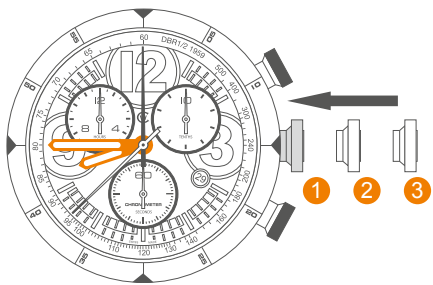
Push-button A

Crown

Push-button B

SETTING THE TIME

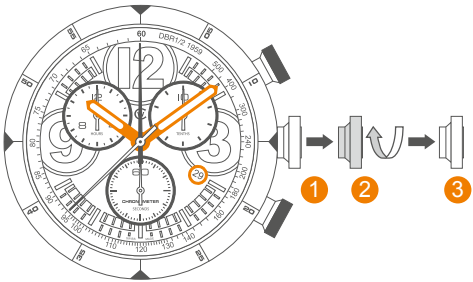


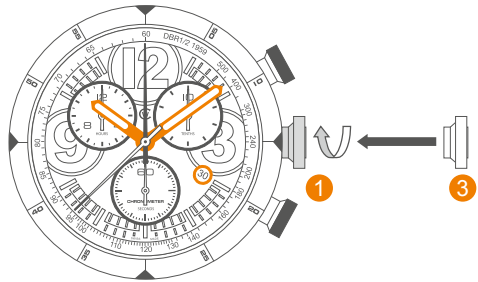


For a superior water resistance your crown is of the screw-in type. To get to position 1 turn the crown anti-clockwise until it releases itself.

- Pull out the crown to position 3 (the watch stops).
- Turn the crown until you reach the correct time e.g. **08.45 hr.**
- Push the crown back into position 1 and screw the crown in a clockwise direction in order to maintain water resistance. The crown should sit flush to the case.

SETTING THE DATE (QUICK MODE)

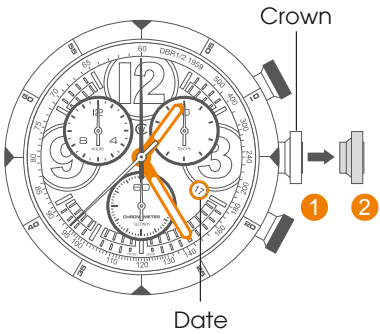


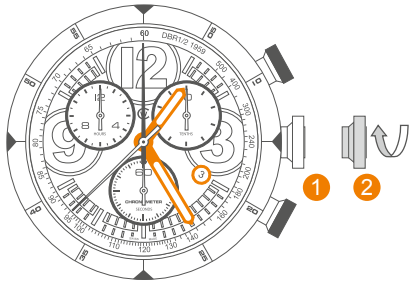


- Pull out the crown to position 2 (the watch continues to run).
- Turn the crown clockwise, the hour hand moves in one hour increments until the correct date appears. The date will change when the hour hand passes 12.
- Pull the crown to position 3
- Push the crown back into position 1 until flush with the case and screw in.

PLEASE NOTE: The date can not be changed during the date changing phase between 21.00 hr and 02.00 hr as the watch gearing will already be aligning itself to change the date. The crown should always be screwed in after adjustment, and it is best to do so from position 3 to avoid advancing beyond the desired date.

SETTING THE DATE/TIME



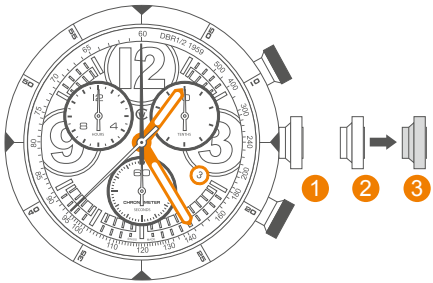


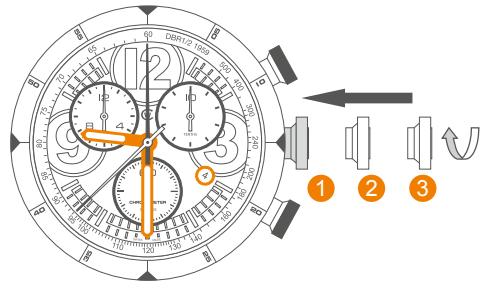
Example:

Date / time on the watch: **17th** / 01.25 hr

Present date / time: **4th** / 21.25 hr

- Pull out the crown to position 2 (the watch continues to run).
- Turn the crown clockwise until yesterday's date appears ie. **3rd**.





- Pull out the crown to position 3 (the watch stops).
- Turn the crown clockwise until the correct date ie. **4th** appears (after passing through midnight).
- Continue to turn the crown until the correct time 21.30 hr appears.
- Push the crown back into position 1 until flush with the case and screw in.

CHRONOGRAPH FUNCTIONS:

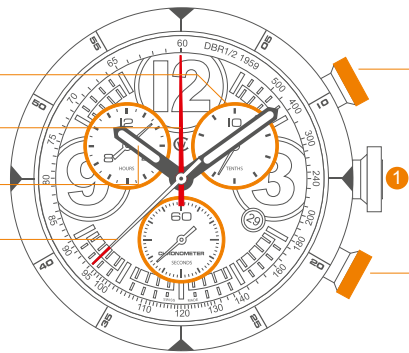
DISPLAY ELEMENTS

Tenths

60 Minute counter

Hour counter

60 Second counter



CONTROL BUTTONS

Push-button A
(Start / Stop)

Push-button B
(Reset)

- The **hour counter** measures 12 hours per rotation.
- The **minute counter** measures 60 minutes per rotation.
- The **centre stop-second** measures 60 seconds per rotation.
- The **1/10 second counter** measures 1 second per rotation.

PLEASE NOTE: Before using the chronograph functions, please ensure that:

- The crown is in position 1 (screwed in).
- The 4 chronograph hands are at zero position. Should this not be the case, the positions of the hands must be adjusted (see the chapter entitled `Adjusting the chronograph hands to zero position').

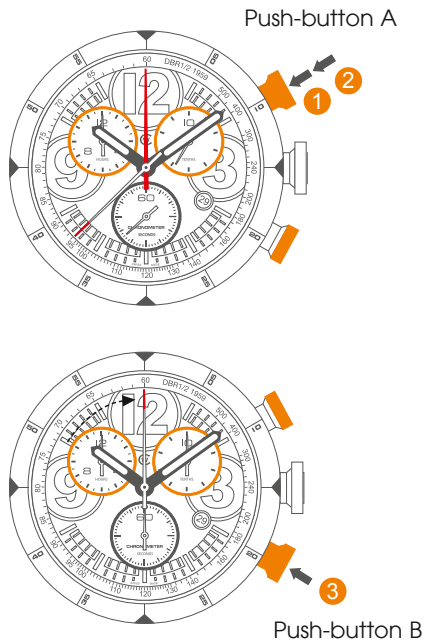
BASIC FUNCTIONS

(START / STOP / RESET)

Example:

1. **Start:** Press push-button A.
2. **Stop:** to stop the timing, press push-**button A** once more and read the 4 chronograph counters: 4 min / 38 sec / 6/10 sec.
3. **Zero positioning:**
   Press push-**button B**. (The 3 chronograph hands will be reset to their zero positions).

Example of use:
Timing a runner over 100m.

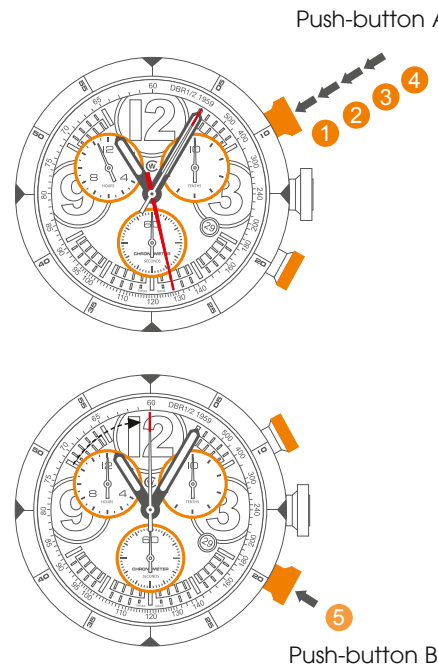


ACCUMULATED TIMING

Example:

1. **Start:** (start timing).
2. **Stop:** (e.g. 15 min 5 sec following 1).
3. **Restart:** (timing is resumed).
4. **Stop:** (e.g. 13 min 5 sec following 3). = 28 min 10 sec (accumulated measured time is shown)
5. **Reset:** The 4 chronograph hands are returned to their zero positions.
6. **Repeat:** as necessary.

Example of use:
Overall time to complete a journey less the coffee breaks.



INTERMEDIATE OR INTERVAL TIMING

Example:

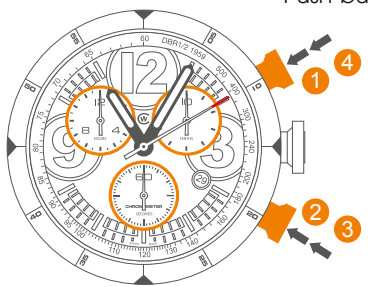
1. **Start:** (start timing).
2. **Display interval:**
   e.g. 10 minutes 10 seconds (timing continues in the background).
3. **Making up the measured time:**
   (the 4 chronograph hands are quickly advanced to the ongoing measured time).
4. **Stop:** (final time is displayed).
5. **Reset:** The 3 chronograph hands are returned to their zero positions.

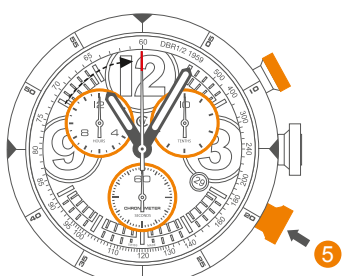
Please note:

* Following 3, further intervals or intermediates can be displayed by pressing **push-button B**.

Example of use: 4 x 100m relay.

Push-button A





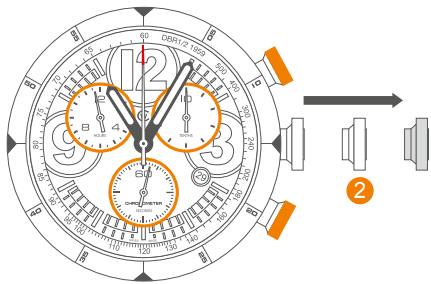
Push-button B

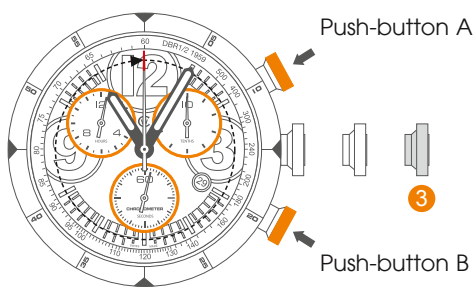
ADJUSTING CHRONOGRAPH HANDS TO ZERO POSITION

Example:

One or several chronograph hands are not in their correct zero positions and have to be adjusted (e.g. following a battery change).

- Pull out the crown to position 2 press **Button A** to adjust the hour chronograph hand and **Button B** to reset the 60 minute counter to zero
- Pull out the crown to position 3. Push **Button A** to adjust the stop second hand and **Button B** to adjust the tenths seconds hand.





WATER RESISTANCE

Although your watch has been through vigorous static pressure testing, it is worth remembering that there are many variables that can affect the water resistance of your watch.

For instance, arm movements during swimming and the sudden impact of diving and water sports will drastically increase the pressure the watch is under. Wearing your watch in the bath, shower, or sauna can also have an effect as a rapid increase in temperature can cause seals to expand and in extreme cases, malfunction or create condensation.

For these reasons, the water resistance rating of your watch (as shown) **should only ever be considered a guideline** and we strongly recommend they are always adhered to.

1 ATM (10 METRES)
Safe to wear your watch while washing your hands with tap water.

3 ATM (30 METRES)
Washing your car and/or general hose pipe usage.

5 ATM (50 METRES)
Water resistant to most household shower units.

10 ATM (100 METRES)
Safe to use while snorkelling in open water.

30 ATM (300 METRES)
Ideal for experienced divers and those practising scuba-diving.

50 ATM (500 METRES)
Professional divers, experiencing prolonged exposure underwater.

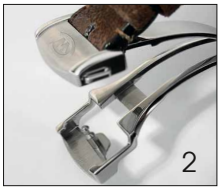
100 ATM (1000 METRES)
Professional deep sea diving.

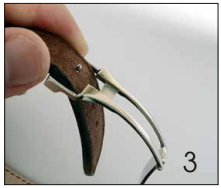
STRAPS & BRACELETS

As you would expect, we place as much emphasis on the quality of our straps and bracelets as we do our watches. We only use the finest leathers for our straps and our premium alligator straps are all ethically sourced from CITES approved farms in Louisiana.

Similarly, we only use the finest metals in the construction of our bracelets, all of which are precision engineered for durability, efficiency and comfort. The following guidelines explain how easy it is to use and adjust your Christopher Ward strap with Bader deployment.

LEATHER STRAP WITH BADER DEPLOYMENT





1. Press to release
2. Pull open the clasp
3. Locate the opening and thread the strap through
4. Close the clasp

"We have taken as much care developing the Bader buckle as we would take modifying a movement"

CW CO-FOUNDER MIKE FRANCE

THE CW360 WATCH CARE PROGRAMME

Your watch is constructed from the finest components and materials available including one of Switzerland's finest quartz movements. As with all watches of this quality, with the right care and attention, your new Christopher Ward watch has the potential to become an heirloom piece giving further joy to future generations. It's for this reason we have created our industry leading approach to after-sales care which we term the CW360 Watch care Programme.

Visit our website for more details about the CW360 Watch Care Programme

Christopher Ward's CW360 Watch Care Programme is designed to deliver you complete peace of mind and the best support possible throughout the lifetime of your ownership. The programme has three key elements:

1 60 DAY **FREE** RETURNS

Our success depends on you being completely happy with your new Christopher Ward watch. If for any reason you aren't, you have up to 60 Days to return your watch, absolutely free of charge, and receive a replacement or full refund by return – and without any quibbles from us!

2 **FREE** 5 YEAR MOVEMENT GUARANTEE

Your watch, at its heart, has a top quality precision engineered Swiss movement – so it's very unlikely to give you problems with the minimum amount of care and attention, including a regular service. We recommend you return your watch to us every 3/4 years for a service, so our expert technicians can keep your fine timepiece in the peak of condition. (We recommend that whenever your quartz battery needs changing you consider having the watch serviced at the same time to keep it in perfect working order.)

3 **SERVICING & REPAIRS...**THE CHRISTOPHER WARD WAY...

Our innovative approach to servicing and repairing your Christopher Ward watch means that having your watch serviced or repaired doesn't mean months of waiting followed by an exorbitant bill – which is pretty much the experience guaranteed by every other luxury watch brand. We have developed an easy, quick and affordable expert service and repairs programme that doesn't cost the earth and has your watch back where it belongs – on your wrist – in double-quick time.

KEEPING IN TOUCH WITH CHRISTOPHER WARD

From small beginnings just a few short years ago (our first workshop was actually a refurbished chicken shed!), Christopher Ward has won a worldwide following for his eponymous watch brand and can justifiably claim to manufacture the most affordable luxury watches in the world.

For many, the philosophy behind the brand, of trying to put luxury watches within the reach of everyone, is as attractive as the watches themselves, as is the very open approach of the business which means that Chris and the team spend a lot of time communicating personally with our customers – many of whom have become friends.

As the owner of a Christopher Ward watch, if ever you need to get hold of us we are at your service. We have listed some useful contact details on the back cover.

There is also always something new going on at our website at **www.christopherward.co.uk** and, if you haven't already discovered the independent forum dedicated to our brand at **www.christopherwardforum.com** we would recommend a visit. Informative and fun, it's a great place to hear the unexpurgated view of Christopher Ward of London!

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